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HONDURAS.

*Report from La Ceiba—Fruit port.*LA CEIBA, HONDURAS, *May 28, 1901.*

SIR: I have the honor to submit my report of the transactions at this station for the week ended May 25, 1901, and inclose copies of certificates issued:

Three vessels were inspected and cleared for the United States. May 20, steamship *Breifond*, Bellersen, master; crew, 14; destination, New Orleans, La. May 23, steamship *Alliance*, Neilsen, master; crew, 15; destination, Mobile, Ala. Steamship *Ely*, Corning, master; crew, 20; destination, New Orleans, La.

The health of La Ceiba and adjacent country continues good.

Respectfully,

R. H. PETERS,

Acting Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,

U. S. Marine-Hospital Service.

*Report from Puerto Cortez—Fruit port.*PUERTO CORTEZ, HONDURAS, *May 28, 1901.*

SIR: I have the honor to submit herewith my report for the week ended May 28. The health conditions of the port continue excellent, nothing in the way of infectious or contagious diseases existing. One death reported, male, adult, American, railroad accident. Inclosed is list of vessels inspected. The work of disinfection has been extensive here for the past few weeks.

Respectfully,

SAMUEL HARRIS BACKUS,

Acting Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,

U. S. Marine-Hospital Service.

[Inclosure.]

Report of vessels dispatched under the regulations during week of May 21 to 28, 1901.

Date.	Vessel.	Master.	No. of Crew.	Destination.	Number of passengers.	Number of pieces baggage disinfected.
May 22	Am. ss. S. Oteri.....	De Luca.....	35	New Orleans via Belize.	16	46
May 24	Nor. ss. Bratten.....	Hahn.....	15	New Orleans direct.	0	0
May 25	Am. ss. Foxhall.....	Larsen.....	25	Mobile direct.....	0	0
Do...	Nor. ss. España.....	Danielsen	14do	0	0

NOTE—Cargo, tropical fruit. Proper ship and passenger certificates inclosed.

ITALY.

*Report from Naples—Precautions taken to prevent smallpox among emigrants.*NAPLES, ITALY, *May 20, 1901.*

SIR: Confirming my cablegram of May 18, 1901, I have the honor to report that, as directed in Bureau telegram, dated May 16, 1901, I had conferences, next day, with representatives of the following steamship companies: The Anchor Line, the Hamburg-American Line, the North German Lloyd, the Prince Line, the Veloce, the Navigazione Generale Italiano, and the Fabre Line. The representatives of these companies